

50X1-HUM

## REPORT

## CD NO.

DATE DISTR. 15 Feb. 1952

NO. OF PAGES 2

NO. OF ENCLS.  
(LISTED BELOW)

DO NOT CIRCULATE

SUPPLEMENT TO  
REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 91 AND 92, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. Von Schlippe was presumably deported from Dessau to the Soviet Union in 1947 along with many other engineers. He was first taken to Kimry. The following technical personnel were also deported with von Schlippe:
  - a. Kratz, chief of the instruction workshop of the Junkers Plant. He is said to have died in the meantime.
  - b. Dr. In. Schumann, formerly assigned to the Junkers airframe section. He played a leading role in the development of the He-163 fitted with a Walter engine.
  - c. Ballerstedt, test pilot; he also worked on the development of bombs.
  - d. Graduate engineer Meseloff, designer of jet engines at the Junkers Firm.
  - e. Graduate Engineer Steuerlein, also designer of jet engines at the Junkers Firm.
  - f. Friedrich Klein
  - g. Linkert
  - h. Kercher
  - i. Steudel.

2.

50X1-HUM

3. Von Schlippe, besides being <sup>a</sup>/well-known expert of statistical

CLASSIFICATION ~~SECRET/CONTROL-US OFFICIALS ONLY~~

[illegible]

SECRET/CONTROL-US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

calculation, has an excellent reputation in the field of aerodynamics and vibration research.

Comment:

50X1-HUM

a. The deportation to Kimry of B. von Schlippe, Schumann, Ballerstedt, Haseloff and Steuerlein was previously reported and their location there was confirmed up to September 1949.

b. However, Haseloff and Steuerlein as well as <sup>all</sup> the other individuals mentioned in the report were assigned to the aircraft designs bureau and not to the aircraft engine section. This is also proved by their employment in Kimry.

c. The data on the previous activities of the mentioned engineers are not quite correct. Schumann, for instance, was only employed as the control engineer for the Me-163 B ("Typenbegleiter"). This type aircraft was scheduled to go into quantity production by Junkers in the Spring of 1945. Ballerstedt was expert for the testing of aiming devices of all kinds, particularly dive bomber bombsights and sights for slant approaches. He was only indirectly concerned with the development of bombs.

SECRET/CONTROL-US OFFICIALS ONLY

- 2 -